FEDERAL AVIATION ADMINISTRATION

AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS

BIWEEKLY 2000-05

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information

Biweekly 2000-01

99-27-02		Cessna	170B, 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, +
99-27-12	S 99-26-13	Agusta	Rotorcraft: A109A and A109A II

Biweekly 2000-02

98-19-15 R1	R 98-19-15	Fairchild	SA226-T, SA226-T(B), SA226-AT, SA226-TC +
99-26-04		Kaman	Rotorcraft: K-1200
2000-01-06		Rolladen	Glider: LS6-c Sailplane
2000-01-09		General Electric	Engine: CJ610, CF700
2000-01-10	S 98-08-07	Pilatus	PC-7
2000-01-11	S 99-17-07	Eurocopter Deutschland	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, C-1
2000-01-16	S 75-23-08 R5	Cessna	T310P, T310Q, T310R, 320, 320A, 320B, 320C, 320D +
2000-01-19		Eurocopter Deutschland	Rotorcraft: EC 135 P1, EC 135 T1
2000-02-12	E	Bell	Rotorcraft: 407

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2000-02-09		Agusta	Rotorcraft: AB412
2000-02-14	S 98-13-10	Cessna	182S
2000-02-16		Short Brothers	SC-7 Series 2 and SC-7 Series 3
2000-02-32	S 98-12-21	Eurocopter France	Rotorcraft: SA.315B

Biweekly 2000-04

99-25-08		MD Helicopters	Rotorcraft: 500N
2000-02-12		Bell	Rotorcraft: 407
2000-02-25		Mitsubishi	MU-2B Series
2000-02-26		Harbin	Y12 IV
2000-02-27		Empresa	EMB-110P1 and EMB-110P2
2000-02-28		Aerospace Technologies	N22B and N24A
2000-02-29		Socata	TBM 700
2000-02-30		Twin Commander	600 Series
2000-02-31		Pilatus	PC-12 and PC-12/45
2000-03-06		Eurocopter France	Rotorcraft: SE 3130, SA 3180, SE 313B, SA 318B, +
2000-03-17	S 97-23-01 +	Fairchild	SA226 and SA227 Series
2000-03-18		Partenavia	AP68TP 300 "Sartacus" and AP68TP 600 " Viator"
2000-03-19		Industrie Aeronautiche	Piaggio P-180
2000-04-01		Cessna	172R, 172S, 182S, 206H, and T206H
2000-04-10		Hoffmann	Propeller: HO27( ) and HO4/27 Series
2000-04-12		Cameron	Appliance: Titanium Propane Cylinders

Biweekly 2000-05

98-21-21	R1	Bob Fields Aerocessories	Appliance: Electric inflatable door seals
2000-03-09		Cessna	560 Series
2000-04-16		Alexander Schleicher	ASH 25M and ASH 26E sailplanes
2000-04-26		Alexander Schleicher	ASW-27 sailplanes
2000-05-11		Eurocopter France	Rotorcraft: SA.315B, SA.316B, SA.316C, SA 318B, +

BOB FIELDS AEROCESSORIES
AIRWORTHINESS DIRECTIVE
APPLIANCE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

98-21-21 R1 BOB FIELDS AEROCESSORIES: Amendment 39-11621; Docket No. 98-CE-88-AD; Revises AD 98-21-21, Amendment 39-10844.

Applicability: Electric inflatable door seals, installed either in accordance with the applicable supplemental type certificate (STC) or through field approval, that are installed on, but not limited to, the following aircraft:

Affected STC	Make and Model Aircraft Affected
SA3735NM	Cessna Models 170, 170A, and 170B Airplanes
SA4136WE	Cessna Models 310, 310A, 310B, 310C, 310D, 310F, 310G, 310H, 310I, 310J, 310K, 310L, 310N, 310P, 310Q, 310R, T310P, T310Q, and T310R Airplanes
SA2226NM	Cessna Models P210N and P210R Airplanes
SA3736NM	Cessna Models 185, 185A, 185B, 185C, 185D, A185E, and A185F Airplanes
SA4177WE	Cessna Models 175, 175A, 175B, and 175C Airplanes
SA4212WE	Cessna Models 210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, 210-5 (205), and 210-5A (205A) Airplanes
SA4283WE	Cessna Models 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, and 172N Airplanes
SA4284WE	Cessna Models 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, and 180K Airplanes
SA4285WE	Cessna Models 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, R182, and TR182 Airplanes
SA4286WE	Cessna Models 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, and TU206G Airplanes
SA4287WE	Cessna Models 320, 320A, 320B, 320C, 320D, 320E, 320F, and 320-1 Airplanes
SA4180WE	Raytheon (Beech) Models H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, 36, A36, A36TC, and B36TC Airplanes
SA4184WE	Raytheon (Beech) Models 95, B95, B95A, E95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B, 95-C55, D55, E55, 56TC, 58, and 58A Airplanes
SA4239WE	Raytheon (Beech) Models 58P, 58PA, 58TC, and 58TCA Airplanes
SA4240WE	Raytheon (Beech) Models 50, B50, C50, D50, D50A, D50B, D50C, D50E, D50E-5990, E50, F50, G50, H50, and J50 Airplanes
SA4282WE	Raytheon (Beech) Models 35, A35, B35, C35, D35, E35, F35, G35, and 35R Airplanes
SA4178WE	Mooney Models M20, M20A, M20C, M20D, M20E, M20F, M20G, M20J, and M20K Airplanes
SA4234WE	The New Piper Aircraft, Inc. (Piper) Models PA-34-200, PA-34-200T, and PA-34-220T Airplanes
SA4179WE	Piper Models PA-24, PA-24-250, PA-24-260, and PA-24-400 Airplanes
SA4235WE	Piper Models PA-44-180 and PA-44-180T Airplanes
SA4236WE	Piper Models PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-28-151, PA-28-181, PA-28-161, PA-28-236, PA-28-201T, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, and PA-28RT-201T Airplanes
SA4237WE	Piper Models PA-23, PA-23-160, PA-23-235, PA-23-250, and PA-E23-250 Airplanes
SA4238WE	Piper Models PA-30, PA-39, and PA-40 Airplanes

Affected STC	Make and Model Aircraft Affected
SA4385WP	Piper Models PA-31, PA-31-300, PA-31-325, and PA-31-350 Airplanes
SA4288WE	Piper Models PA-32-260, PA-32-300, PA-32S-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301, PA-32R-301T, PA-32RT-300, and PA-32RT-300T Airplanes
SA2511NM	Bellanca Models 17-30, 17-31, and 17-31TC Airplanes
SA2510NM	Bellanca Models 17-30A, 17-31A, and 17-31ATC Airplanes
SA4316WE	Wing Aircraft Company Model D-1 Airplanes

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision that has the affected inflatable door seals installed, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent smoke and a possible fire in the cockpit caused by overheating of the electric door seal inflation systems, which could result in passenger injury, accomplish the following:

(a) Prior to further flight after October 30, 1998 (the effective date of AD 98-21-21), deactivate the electric door seal inflation system by accomplishing the following:

(1) Disconnect the battery.

(2) Locate the air pump and identify the power wire to the air pump.

(3) Trace the power wire to its connection to the airplane's original electrical power system. Disconnect the power wire at its attachment to the airplane's electrical power system and stow the wire end.

(4) For non-pressurized airplanes, fabricate a placard that incorporates the following words utilizing letters that are at least 0.10-inch in height, and install this placard on the instrument panel within the pilot's clear view:

"ELECTRIC DOOR SEAL INFLATION SYSTEM INOPERATIVE"

(5) For pressurized airplanes or for airplanes that do not have an operating manual door seal inflation system, fabricate a placard that incorporates the following words utilizing letters that are at least 0.10-inch in height, and install this placard on the instrument panel within the pilot's clear view:

"ELECTRIC DOOR SEAL INFLATION SYSTEM INOPERATIVE. THIS AIRPLANE CAN ONLY BE OPERATED IN UNPRESSURIZED FLIGHT"

(6) Reconnect the battery before returning to service.

(b) Prior to further flight after October 30, 1998 (the effective date of AD 98-21-21), insert a copy of this AD into the Limitations Section of the airplane flight manual (AFM).

NOTE 2: The prior to further flight compliance time of paragraphs (a) and (b) of this AD is being retained from AD 98-21-21. **The only substantive difference between this AD and AD 98-21-21 is the addition of the alternative method of compliance referenced in paragraph (c) of this AD.**

NOTE 3: This AD only applies to those aircraft equipped with the Bob Fields Aerocessories inflatable door seals. With this in mind, the owner/operator also has the option of removing all provisions of the Bob Fields Aerocessories inflatable door seals installation, and installing original equipment manufacturer door seals or an FAA-approved equivalent that is of a different design than the referenced Bob Fields Aerocessories inflatable door seals.

(c) One of the following actions may be accomplished as an alternative method of compliance to the requirements of paragraphs (a) and (b) of this AD. No further action is required by this AD as long as one of these configurations remains incorporated on the aircraft.

(1) Modify the electric door seal inflation system in accordance with the procedures in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998; or

(2) Install a manual door seal inflation system instead of an electric system. Aircraft with existing manual systems as of the effective date of this AD are excluded from the requirements of paragraphs (a) and (b) of this AD.

(d) As of the effective date of this AD, no person may install, on any aircraft, a Bob Fields Aerocessories electric door seal inflation system unless the actions specified in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998, are incorporated.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Blvd., Lakewood, California 90712.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

(2) Alternative methods of compliance approved in accordance with AD 98-21-21 are considered approved as alternative methods of compliance for this AD.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(g) All persons affected by this directive may obtain copies of the document referred to herein upon request to Bob Fields Aerocessories, 340 East Santa Maria St., Santa Paula, California 93060; or may examine this document(s) at the FAA, Central Region, Office of the Regional Counsel, Room 506, 901 Locust, Kansas City, Missouri 64106.

(h) This amendment revises AD 98-21-21, Amendment 39-10844.

(i) This amendment becomes effective on May 1, 2000.

FOR FURTHER INFORMATION CONTACT:

George Y. Mabuni, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627-5341; facsimile: (562) 627-5210.

Issued in Kansas City, Missouri, on March 2, 2000.

Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

CESSNA AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-03-09 CESSNA AIRCRAFT COMPANY: Amendment 39-11568. Docket 98-NM-312-AD. Supersedes AD 96-24-06, Amendment 39-9844.

Applicability: Model 560 series airplanes having serial numbers (S/N) 560-0001 through 560-0437 inclusive; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent uncommanded roll of the airplane during approach and landing when residual ice is present or can be expected, accomplish the following:

Airplane Flight Manual (AFM) Revisions

(a) Within 10 days after the effective date of this AD, revise the FAA-approved Airplane Flight Manual (AFM); to provide the flightcrew with limitations, operational procedures, and performance information to be used during approach and landing when residual ice is present or can be expected; in accordance with the applicable revision of the AFM specified in paragraph (a)(1) or (a)(2) of this AD.

(1) For airplanes having S/N's 560-0001 through 560-0259 inclusive: AFM Model 560 Citation V, Revision 11, dated July 16, 1998.

(2) For airplanes having S/N's 560-0260 through 560-0437 inclusive: AFM Model 560 Citation V Ultra, Revision 7, dated July 16, 1998.

Modification

(b) Within 6 months after the effective date of this AD, modify the stall warning system of the angle-of-attack computer of the navigational system, in accordance with paragraph (b)(1) or (b)(2), as applicable, of this AD.

(1) For airplanes having S/N's 560-0001 through 560-0055 inclusive: Modify in accordance with Cessna Service Bulletin SB560-34-70, dated July 14, 1998.

(2) For airplanes having S/N's 560-0056 through 560-0437 inclusive: Modify in accordance with Cessna Service Bulletin SB560-34-69, Revision 2, dated July 24, 1998.

Spares

(c) As of the effective date of this AD, no person shall install on any airplane an angle-of-attack computer having part number C11606-2 or C11606-3.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) The actions shall be done in accordance with Cessna Airplane Flight Manual, Model 560 Citation V, Serial-0001 thru -0259, Revision 11, dated July 16, 1998; Cessna Airplane Flight Manual, Model 560 Citation V Ultra, Unit -0260 and on, Revision 7, dated July 16, 1998; Cessna Service Bulletin SB560-34-70, dated July 14, 1998, and Cessna Service Bulletin SB560-34-69, Revision 2, dated July 24, 1998.

(1) Cessna Airplane Flight Manual, Model 560 Citation V, Serial -0001 thru -0259, Revision 11, dated July 16, 1998, contains the following log of effective pages: (NOTE: The issue date of Revision 11 is indicated only on the title page of the revision.)

Page Number	Revision Level Shown on Page
Log of Effective Pages, Pages i through vi	11

(2) Cessna Airplane Flight Manual, Model 560 Citation V Ultra, Unit -0260 and on, Revision 7, dated July 16, 1998, contains the following log of effective pages: (NOTE: The issue date of Revision 7 is indicated only on the title page of the revision.)

Page Number	Revision Level Shown on Page
Log of Effective Pages, Pages i through vi	7

(3) Cessna Service Bulletin SB560-34-69, Revision 2, dated July 24, 1998, contains the following list of effective pages:

Page Number	Revision Level Shown on page	Date Shown on Page
1	2	July 24, 1998
2, 4, 6-9	Original	September 19, 1997
3, 5	1	December 16, 1997
	Supplemental Data	
1	A	December 16, 1997

(4) This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on April 3, 2000.

FOR FURTHER INFORMATION CONTACT:
Carlos Blacklock, Aerospace Engineer, Flight Test and Program Management Branch, ACE-117W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4166; fax (316) 946-4407.

Issued in Renton, Washington, on February 9, 2000.
Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

ALEXANDER SCHLEICHER SEGELFLUGZEUGBAU
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-04-16 ALEXANDER SCHLEICHER SEGELFLUGZEUGBAU: Amendment 39-11599; Docket No. 99-CE-78-AD.

(a) What sailplanes are affected by this AD?: Models ASH 25M and ASH 26E sailplanes, all serial numbers, certificated in any category.

(b) Who must comply with this AD?: Anyone who wishes to operate any of the above sailplanes on the U.S. Register.

(c) What problem does this AD address?: The actions specified by this AD are intended to prevent excessive radiation from causing the carbon fiber shroud on the engine muffler to delaminate. The carbon fiber shroud serves the same function as a firewall and delamination could cause a fire to spread throughout the sailplane.

(d) What procedures must be used to accomplish the actions of this AD?: You should use the procedures in whichever of the following (referred to as service information in the rest of this document), as applicable:

(1) Alexander Schleicher ASH 25 M Technical Note No. 15, dated September 3, 1999; or

(2) Alexander Schleicher ASH 26 E Technical Note No. 8, dated August 23, 1999.

(e) What must I do to address this problem?: Within the next 30 calendar days after the effective date of this AD, determine whether the sailplane has a muffler marked with an X on the front plate, and then accomplish the following, as applicable:

IF	THEN
The muffler front plate does not have an X on the front plate and the engine operating time is less than 40 hours time-in-service (TIS),	1. Within 30 calendar days after the effective date of this AD, accomplish a preflight inspection on the carbon fiber reinforced plastic fairing for any signs of overheat traces. 2. Upon accumulating 40 hours TIS on the engine and thereafter at intervals not to exceed 2 hours TIS until accumulating 60 hours TIS, accomplish the boroscope inspection specified in the service information. 3. Upon accumulating 60 hours TIS on the engine, replace the muffler with an improved design muffler obtained from the manufacturer, or other FAA-approved equivalent.
The muffler plate does not have an X on the front plate and the engine operating time is either 40 hours TIS or more than 40 hours TIS, but less than 60 hours TIS,	1. Within 30 calender days after the effective date of this AD and thereafter at intervals not to exceed 2 hours TIS, until accumulating 60 hours TIS on the engine, accomplish the boroscope inspection specified in the service information. 2. Upon accumulating 60 hours TIS on the engine, replace the muffler with an improved design muffler obtained from the manufacturer, or other FAA-approved equivalent part.
The muffler plate does not have an X on the front plate and the engine operating time is either 60 hours TIS or more than 60 hours TIS,	Within 30 calendar days after the effective date of this AD, replace the muffler with an improved design muffler obtained from the manufacturer, or other FAA-approved equivalent part.
If any discrepancies are found during any preflight check or inspection required by this AD,	Prior to further flight, replace the muffler with an improved design muffler obtained from the manufacturer, or other FAA-approved equivalent part.
If the muffler has an X marked on the front plate,	Upon accumulating 100 hours TIS on the engine or within the next 30 calendar days after the effective date of this AD, whichever occurs later, replace the muffler with an improved design muffler obtained from the manufacturer, or other FAA-approved equivalent part.

(f) May the pilot accomplish any of the actions of this AD?: Yes. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may accomplish the check to determine whether an X is marked on the engine muffler front plate and the preflight inspection. You must make an entry into the aircraft records that shows compliance with these portions of the AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(g) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

(2) This AD applies to each sailplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For sailplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(h) Where can I get information about any already-approved alternative methods of compliance?: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4091.

(i) What if I need to fly the sailplane to another location to comply with this AD?: The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your sailplane to a location where you can accomplish the requirements of this AD.

(j) Who should I contact if I have questions regarding the service information?: Questions or technical information related to Alexander Schleicher ASH 25 M Technical Note No. 15, dated September 3, 1999, and Alexander Schleicher ASH 26 E Technical Note No. 8, dated August 23, 1999, should be directed to Alexander Schleicher GmbH & Co. Segelflugzeugbau, D-36161 Poppenhausen, Federal Republic of Germany; telephone: ++ 49 6658 89-0; facsimile: ++ 49 6658 89-40. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(k) Are any service bulletins incorporated into this AD by reference?: Yes. The actions required by this AD must be done in accordance with Alexander Schleicher ASH 25 M Technical Note No. 15, dated September 3, 1999, and Alexander Schleicher ASH 26 E Technical Note No. 8, dated August 23, 1999. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Alexander Schleicher GmbH & Co. Segelflugzeugbau, D-36161 Poppenhausen, Federal Republic of Germany. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(l) Has the airworthiness authority for the State of Design addressed this action?: Yes. The subject of this AD is addressed in German AD 1999-376, dated December 2, 1999, and German AD 1999-311, dated September 8, 1999.

(m) When does this amendment become effective?: This amendment becomes effective on March 20, 2000.

FOR FURTHER INFORMATION CONTACT:
Mr. Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; facsimile: (816) 329-4090.

Issued in Kansas City, Missouri, on February 18, 2000.
Marvin R. Nuss, Acting Manager, Small Airplane Directorate, Aircraft Certifications Service.

ALEXANDER SCHLEICHER GMBH & CO. SEGELFLUGZEUGBAU
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-04-26 ALEXANDER SCHLEICHER GMBH & CO. SEGELFLUGZEUGBAU: Amendment 39-11609; Docket No. 99-CE-70-AD.

Applicability: Model ASW-27 sailplanes, serial numbers 27002 through 27104, certificated in any category.

NOTE 1: This AD applies to each sailplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For sailplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To detect interference in the elevator control circuit, which, if not corrected, could result in the elevator control jamming with possible loss of control of the sailplane, accomplish the following:

(a) Within the next 90 calendar days after the effective date of this AD, inspect the elevator control circuit clearance inside the fuselage tail boom to the fin intersection to assure a clearance of at least 2.5 millimeters (mm) (1/10-inch wide). Prior to further flight, adjust any clearance that does not meet the criteria. Accomplish these actions in accordance with the Action section of Alexander Schleicher Technical Note No. 5, dated July 16, 1999.

(b) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the sailplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 901 Locust, Room 301, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(d) Questions or technical information related to Alexander Schleicher Technical Note No. 5, dated July 16, 1999, should be directed to Alexander Schleicher GmbH & Co. Segelflugzeugbau, D-36163 Poppenhausen, Federal Republic of Germany; telephone: ++ 49.6658.89-0; facsimile: ++ 49.6658.89-40. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(e) The inspection and modification required by this AD shall be done in accordance with Alexander Schleicher Technical Note No. 5, dated July 16, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Alexander Schleicher GmbH & Co. Segelflugzeugbau, D-36163 Poppenhausen, Federal Republic of Germany. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

NOTE 3: The subject of this AD is addressed in German AD 1999-283, Effective Date: September 9, 1999.

(f) This amendment becomes effective on April 25, 2000.

FOR FURTHER INFORMATION CONTACT:
Mr. Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

Issued in Kansas City, Missouri, on February 25, 2000.
Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

EUROCOPTER FRANCE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-05-11 EUROCOPTER FRANCE: Amendment 39-11620. Docket No. 99-SW-76-AD.

Applicability: Eurocopter France SA.315B, SA.316B, SA.316C, SA 318B, SA 318C, SA.319B, SE 313B, SE 3130, SE.3160, and SA 3180 helicopters, with tail rotor blades, part number (P/N) 3160S34.11.000.00, serial numbers (S/N) 23484 through 23493, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required before further flight, unless accomplished previously.

To prevent failure of a tail rotor blade and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove each tail rotor blade, P/N 3160S34.11.000.00, S/N 23484 through 23493, upon reaching 400 hours time-in-service (TIS). Replace each blade with an airworthy tail rotor blade.

(b) This AD revises the Limitations Section of the maintenance manual by establishing a new life limit of 400 hours TIS for the tail rotor blades.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(e) This amendment becomes effective on March 24, 2000.

NOTE 3: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD T1999-127-057(A); AD T1999-128-060(A); and AD T1999-129-043(A), all dated March 25, 1999 and AD 1999-129-043(A), AD 1999-127-057(A), and AD 1999-128-060(A), all dated April 7, 1999.

FOR FURTHER INFORMATION CONTACT: Richard Monschke, Aerospace Engineer, FAA, Rotorcraft Directorate, ASW-111, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5116, fax (817) 222-5961.

Issued in Fort Worth, Texas, on March 1, 2000.
Eric Bries, Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.